

## Nevada County Transportation Commission

The Nevada County Transportation Commission (NCTC) is the Regional Transportation Planning Agency for Nevada County. NCTC coordinates state and federal transportation programs for Nevada County, the City of Grass Valley, Nevada City, and the Town of Truckee.

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# Nevada County Transportation Commission Newsletter

Issue 22

October 2004

"Creating a better future by building upon successes of the past"



## Grass Valley Street Plans Take Shape



*The new Richardson Street extension opened to traffic recently. This change reflects the "big picture" plans brought about by Grass Valley's Street System Master Plan.*

*Richardson Street now connects with the intersection at East Main and Bennett Streets*

*Grass Valley is taking a fresh, new look at how to improve traffic flow in and around the downtown area.*

The Nevada County Transportation Commission (NCTC) has been working closely with the City of Grass Valley and Grant Johnson of PRISM Engineering this past year to complete a Street System Master Plan (SSMP) which will serve as the planning tool to identify traffic improvements over the next twenty years. The SSMP focused on consistency between the City of Grass Valley General Plan and the NCTC Traffic Model. Details of the SSMP are on page 2. *(continued on page 2)*

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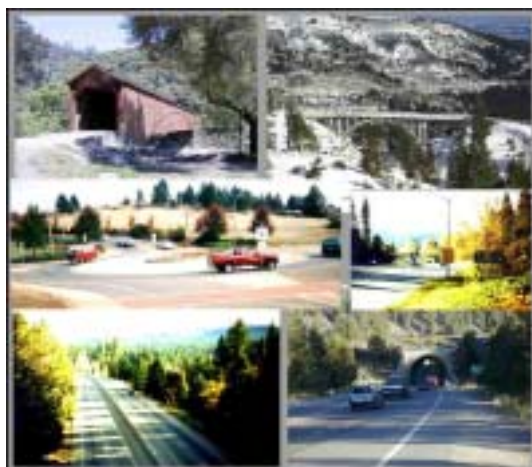
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*The East Main Street/Idaho-Maryland Road intersection where a traffic signal will be installed.*

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## Grass Valley Street System Master Plan – Continued

**Grant Johnson of PRISM Engineering** was present at the September 15, 2004 NCTC meeting to update Commissioners on the Grass Valley Street System Master Plan (SSMP). After a year of planning with City staff, Nevada County Transportation Commission (NCTC), and public workshops, Mr. Johnson completed a report that combines the Grass Valley General Plan, the NCTC Traffic Model, and input from the public. The document has six chapters that cover existing and future traffic conditions, major alternative analyses, and traffic policy changes.

The City of Grass Valley SSMP is available for review and comment at the Grass Valley City Hall, the local libraries, and on-line at <http://www.cityof.grass-valley.ca.us/>. A public hearing on the SSMP is scheduled for Thursday, October 14<sup>th</sup> at 6:00 p.m. in the City Council chambers. Following the public hearing, the City Council will consider a resolution in support of adopting the SSMP.

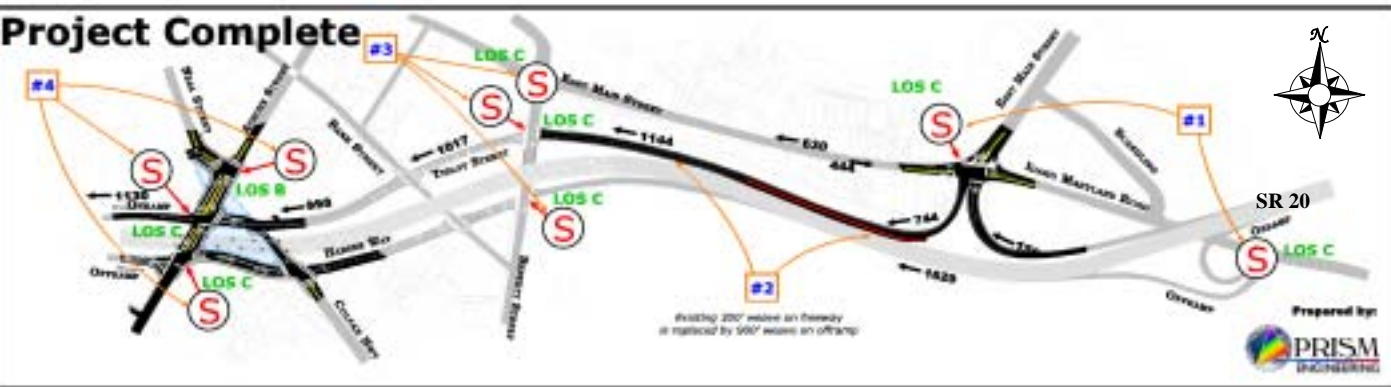
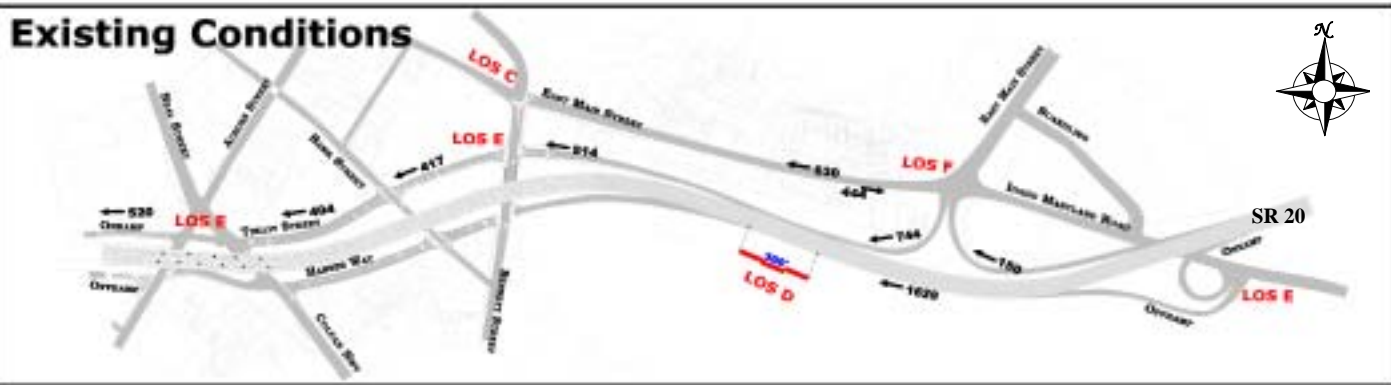
Several of the improvements identified in the SSMP have been integrated into a unified project called the Grass Valley Corridor Improvement Project (GVCIP). The first graphic below addresses the current level of service (LOS) and the second graphic (Project Complete) indicates how the proposed changes would improve traffic flow in these problem intersections.

**#1** - Traffic signals installed at the Idaho-Maryland/SR 20 eastbound on- and off-ramps (LOS E), and Idaho-Maryland/East Main Street (LOS F) intersection. This will improve the LOS of both intersections to “C”.





**#2** - Widening of the Bennett Street off-ramp and installation of a median barrier will eliminate the 300 foot weave (LOS D), where vehicles entering and leaving the freeway cross paths. Traffic accessing the freeway from the Idaho-Maryland/East Main intersection will be diverted along the frontage road (Tinloy Street) through a set of coordinated signals and enter the freeway via the on-ramp at South Auburn Street.

**#3** - Traffic signals installed at the East Main/Bennett Street intersection (currently under construction), Bennett/SR20 off-ramp (Tinloy Street), and Bennett/SR 20 on-ramp (Hansen Way) intersections. The LOS of the Bennett/SR 20 ramp intersections will improve to “C” and the East Main/Bennett Street intersection will remain at “C”.

**#4** – Move Neal Street to intersect with South Auburn Street approximately 50 feet north of the existing intersection. This increased distance will facilitate improved signal operations between the intersections at Neal Street, the SR 20 on-ramp (Tinloy Street), and the SR 20 off-ramp (Hansen Way). The resulting LOS at the intersections will improve to “B”, “C”, and “C” respectively. **NCTC**



**LEGEND:**

-  Traffic Signal
-  630 Directional PM Peak Traffic Volumes
-  Approximate Project Limits
-  LOS C Level of Service (Delay) at Intersection

| LOS | Description                                       |
|-----|---|
| A   | Average delay less than 5 seconds per vehicle     |
| B   | Average delay 5 – 15 seconds per vehicle          |
| C   | Average delay 15 – 25 seconds per vehicle         |
| D   | Average delay 25 – 40 seconds per vehicle         |
| E   | Average delay 40 – 60 seconds per vehicle         |
| F   | Average delay greater than 60 seconds per vehicle |

## Truckee River Legacy Trail

**Dan Wilkins, Town Engineer for the Town of Truckee**, updated the Commission on the Truckee River Legacy Trail project at our July 21, 2004 meeting held in Truckee. NCTC's involvement was through a Transportation Enhancement Activities (TEA) Grant awarded for \$294,120 plus \$125,000 in Local Transportation Pedestrian and Bicycle Funds. The Truckee Town Council gave \$150,000 and the Truckee Donner Recreation and Park District provided \$50,000 of grant funds toward the project.




Truckee River Legacy Trail

The trail is planned along the Truckee River from SR 89 to Glenshire subdivision, and is a route for non-motorized vehicles and pedestrians. Construction of the entire six-mile trail has been planned in phases, as funding is available. The historic

locations along the trail may be highlighted in the future with educational markers, to connect the past to the present. Phase 1 was finished in the fall of 2001 and runs from the stoplight on Brockway Road to the bridge at the end of East River Street. Phase 2 of the project, between the Truckee River Regional Park and the newly constructed Truckee Sports Park facility, was officially opened in September 2004. Mr. Wilkins solicited volunteer labor and supplies, which saved about \$60,000 in construction costs.

The Truckee River Legacy Foundation was established in 1977 by the Rotary Club to “clean up and fix up” the river – looked upon as a Town “legacy” – which previously was treated as somewhat of a junkyard. The State grants obtained were used to cut the trail, put in benches and some restrooms. The Legacy Trail is part of a larger trail and bike path plan that was designed to connect with a future trail through downtown Truckee and possibly connect with the Donner Lake Rim Trail, Tahoe City, and beyond.

Trails and bikeways along the Truckee River are a top recreational priority amongst locals and visitors to the area. Those individuals who enjoy the trails are showing up to help build them. The Truckee Trails Foundation and the Truckee Donner Land Trust held a weekend clinic in October 2003 to train 40 volunteers in some of the latest trail building techniques taught by experts. Local volunteers were joined by others from Reno and as far away as Monterey. A portion of the weekend was classroom instruction and the remainder of the time was spent working on the Donner Lake Rim Trail. 

## Upcoming NCTC Meetings

**The next meetings of the Nevada County Transportation Commission (NCTC) are scheduled as follows:**

**Wednesday, October 20, 2004 at 8:30 a.m., Nevada County Board Chambers, 950 Maidu Avenue, Nevada City, CA**

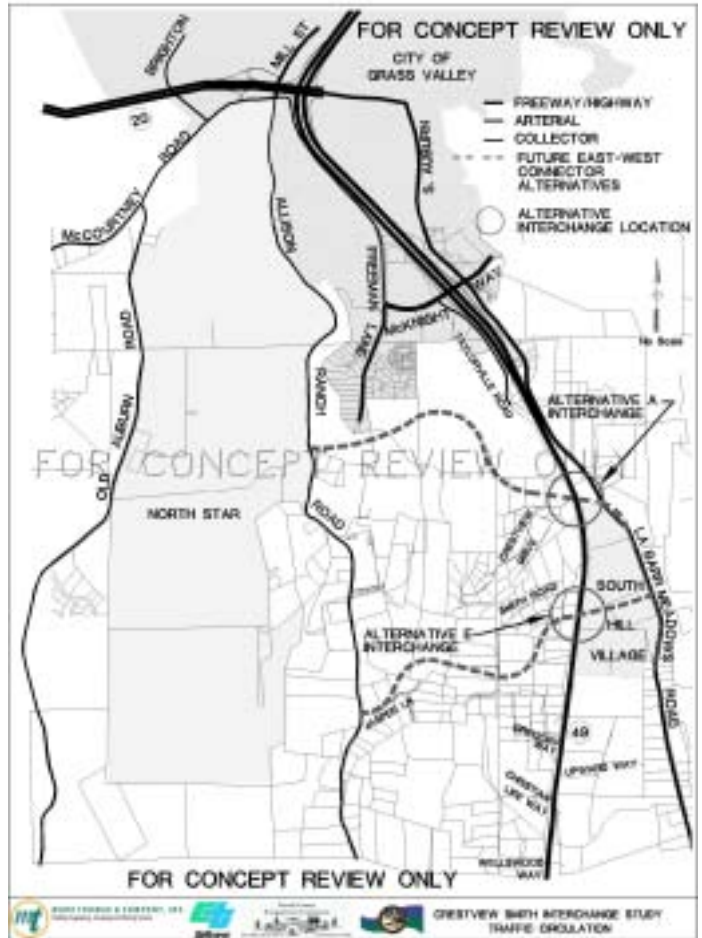
**Wednesday, November 17, 2004 at 8:30 a.m., Grass Valley City Hall, 125 East Main Street, Grass Valley, CA**

## Crestview Interchange Workshop

***A Community Workshop took place on July 26<sup>th</sup> to provide an overview of the Crestview Interchange Project.***

Over 500 property owners received notices of the workshop and approximately 100 individuals attended. The project consultant, Mark Thomas and Company, Inc., presented an overview of the Crestview Interchange Project study purpose, the progress to date, and solicited input on the alternative routes being considered in the area. Over 70 pages of comments were received and incorporated into a report that will serve as a working paper toward the final document.

Alternate routes from the Allison Ranch Road area to SR 49 are being studied to accommodate future traffic increases. The graphic below shows two alternatives being considered. Data presented to the project team indicates that Alternative A would be preferred over Alternative E, based on design considerations, community impacts, and costs. Once the selection is made, a report will be submitted to Caltrans for review this fall, and then copies will be given to the City of Grass Valley, Nevada County, and NCTC.



Detailed information presented at the workshop can be viewed on our website under “Press Releases” at <http://www.nctc.ca.gov/>, or in the NCTC office located at 101 Providence Mine Road, Suite 102, Nevada City. This study is funded by the developers of the proposed Northstar Mine housing project and the South Hills Village proposed housing project.